

§ 29.1383

- (b) Be installed so that—
- (1) Their direct rays are shielded from the pilot's eyes; and
- (2) No objectionable reflections are visible to the pilot.

§ 29.1383 Landing lights.

- (a) Each required landing or hovering light must be approved.
- (b) Each landing light must be installed so that—
 - (1) No objectionable glare is visible to the pilot;
 - (2) The pilot is not adversely affected by halation; and
 - (3) It provides enough light for night operation, including hovering and landing.
- (c) At least one separate switch must be provided, as applicable—
 - (1) For each separately installed landing light; and
 - (2) For each group of landing lights installed at a common location.

§ 29.1385 Position light system installation.

- (a) *General.* Each part of each position light system must meet the applicable requirements of this section and each system as a whole must meet the requirements of §§ 29.1387 through 29.1397.
- (b) *Forward position lights.* Forward position lights must consist of a red and a green light spaced laterally as far apart as practicable and installed forward on the rotorcraft so that, with the rotorcraft in the normal flying position, the red light is on the left side, and the green light is on the right side. Each light must be approved.
- (c) *Rear position light.* The rear position light must be a white light mounted as far aft as practicable, and must be approved.
- (d) *Circuit.* The two forward position lights and the rear position light must make a single circuit.
- (e) *Light covers and color filters.* Each light cover or color filter must be at least flame resistant and may not change color or shape or lose any appreciable light transmission during normal use.

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§ 29.1387 Position light system dihedral angles.

- (a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.
- (b) Dihedral angle *L* (left) is formed by two intersecting vertical planes, the first parallel to the longitudinal axis of the rotorcraft, and the other at 110 degrees to the left of the first, as viewed when looking forward along the longitudinal axis.
- (c) Dihedral angle *R* (right) is formed by two intersecting vertical planes, the first parallel to the longitudinal axis of the rotorcraft, and the other at 110 degrees to the right of the first, as viewed when looking forward along the longitudinal axis.
- (d) Dihedral angle *A* (aft) is formed by two intersecting vertical planes making angles of 70 degrees to the right and to the left, respectively, to a vertical plane passing through the longitudinal axis, as viewed when looking aft along the longitudinal axis.
- (e) If the rear position light, when mounted as far aft as practicable in accordance with § 29.1385(c), cannot show unbroken light within dihedral angle *A* (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

(49 U.S.C. 1655(c))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-9, 36 FR 21279, Nov. 5, 1971]

§ 29.1389 Position light distribution and intensities.

- (a) *General.* The intensities prescribed in this section must be provided by new equipment with light covers and color filters in place. Intensities must be determined with the light source operating at a steady value equal to the average luminous output of the source at the normal operating voltage of the rotorcraft. The light distribution and